

This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50, U.S.C. 31 and 32 as amended. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

~~SECRET~~
CONTROL U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Germany (Russian Zone)

SUBJECT Proposed Dömitz-Wismar Canal

DIST. 14 January 1948

PAGES

SUPPLEMENT

ORIGIN

50X1-HUM

DISTRIBUTION

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
STATE	WAR	NAVY	JUSTICE

1. It is proposed to build a canal from Dömitz/Elbe to Wismar.
2. The technical direction is in the hands of Ministerialrat Schollahn of the Mecklenburg Government, Schwerin. The project is backed by the Wismar Municipal Council and has the approval of the Inland Waterways Transportation Section of the Central Administration for Transport.
3. The costs of the construction amount to RM. 10,500,000. The costs of new construction proper amount to RM. 9,000,000. The remaining RM. 1,500,000 is accounted for by dredging activities, etc.
4. The new construction is due to pass from Bad Kleinen (north end of Schweriner See) to Wismar, a length of 15.3 km.
5. It is proposed that the canal should take ships up to 450 tons (i.e. "Saale" or large "Saale" class).
6. It is hoped to overcome difficulties caused by the difference in level of 38.5 m between the Schweriner See and the Baltic, by the construction of two locks (one of which will be at Wismar) and a ship-lift with a 27.5 m hoist. A slope of 1:8 is thought to overcome the remaining difference in level.
7. Time allowed for the construction is 1½ to 2 years. Twelve hundred workers, including a relatively high percentage of women, have been allotted as labor force.
8. The total length of the canal is 110 km, of these 95 km can already take vessels of up to 300 tons. Therefore only relatively little dredging is required.

50X1-HUM

Comment: The present connecting canal is the Elbe-Trave Kanal via Lubeck which is 115 kms longer. The enlarging of Wismar which will ensue is hoped to compensate for the loss of Stettin and Swinemünde. It is also hoped that the costs of freight will be very much cheaper than via present rail connections.)

50X1-HUM

CLASSIFICATION

~~SECRET~~ CONTROL U.S. OFFICIALS ONLY

Document No. 001

NO CHANGE in Class. ☐☐ DECLASSIFIED

Class. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 1 MAY 1978

~~SECRET~~

50X1-HUM